

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 2795
TO BE ANSWERED ON 05.08.2026**

**INFRASTRUCTURE AND PASSENGER SERVICES IN DURG-ROWGHAT
SECTION**

†2795. SHRI VIJAY BAGHEL:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of the progress of construction works under the Amrit Bharat Station Scheme (ABSS) along with the steps taken to expedite the completion of the said works;**
- (b) the present status of sanction/approval for the construction of an essential Road Over Bridge (ROB) near DD-19, Risama Railway Station in district of Durg;**
- (c) the status of approvals regarding the widening of the approach road to the front platform of Risama Railway Station, construction of a new approach road for the rear platform, setup of a reservation counter and provision of other basic amenities at the said station;**
- (d) the present status of sanction for the doubling of the railway line from Durg to Rowghat along with the reasons for the multi-hour delays in currently operating passenger trains on this route; and**
- (e) whether the Government proposes to approve the daily operation of tri-weekly passenger train numbers 78826 (Dalli Rajhara-Durg) and 78827 (Durg-Dalli Rajhara) operating in the Durg- Rowghat section, keeping in view the increasing daily passenger rush and if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

- (a) to (e) Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.**

This scheme involves preparation of master plans and their implementation in phases to improve the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/subway to commensurate with passenger traffic**
- **Provision of lifts/escalators/ramps**
- **Improvement of platform surface/ provision of platform shelter**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking development**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of air concourse, executive lounges, Multimodal integration, landscaping, etc.**

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 32 stations, including Bhilai, Bhilai Nagar, Bhilai Power House, Durg and Marauda stations of Durg district, are located in Chhattisgarh. The names of stations identified for development under Amrit Bharat Station Scheme in Chhattisgarh are as following:

State	No. of Stations	Name of Stations
Chhattisgarh	32	Akaltara, Ambikapur, Baikunthpur Road, Balod, Baradwar, Belha, Bhanupratappur, Bhatapara, Bhilai, Bhilai Nagar, Bhilai Power House, Bilaspur, Champa, Dallirajhara, Dongargarh, Durg, Hathbandh, Jagdalpur, Janjgir Naila, Korba, Mahasamund, Mandir Hasaud, Marauda, Nipania, Pendra Road, Raigarh, Raipur Jn, Raj Nandgaon, Sarona, Tilda-Neora, Urkura, Uslapur

Completed Stations of Chhattisgarh:

Development works at railway stations under Amrit Bharat Station Scheme in Chhattisgarh have been taken up at a good pace. Details of stations completed in Chhattisgarh are as under:

State	No. of stations	Name of stations
Chhattisgarh	10	Ambikapur, Balod, Bhanupratappur, Bhilai, Champa, Dallirajhara, Dongargarh, Raj Nandgaon, Sarona, Urkura

Out of above completed stations, Balod, Bhanupratappur and Dallirajhara are stations of Durg - Rowghat section. The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

Stations of Durg district in Chhattisgarh:

- **Bhilai Nagar station:** The works of improvement of station building, entrance porch, new station building at second entry, improvement of circulating area, parking, approach road, landscaping, improvement of platform surface, platform shelters, waiting hall, artwork, new toilet block, installation of Train Indication Board, signages and CCTV have been completed. The finishing works have been taken up.
- **Bhilai Power House station:** The works of improvement of station building at main entry, new station building at second entry, entrance porch, improvement of circulating area, parking, improvement of platform surface, 12 m wide foot over bridge, lifts, platform shelters, entry/ exit gate, water booths and new toilet block have been completed. The work of escalator has been taken up.
- **Durg station:** The works of new station building at North side, service building, Railway Protection Force barrack and Railway Protection Force post, substation building, railway staff quarters, crew lobby building, overhead water tank, underground water tank and development of temporary parking have been taken up.
- **Marauda station:** The works of improvement of circulating area, parking, platform shelters and improvement of platform surface have been completed. The works of extension of station building, new toilet block, improvement of drainage and entry/exit gates have been taken up.

At Risama station of Durg district, located in Chhattisgarh, facilities like platform shelter, waiting hall, drinking water arrangement, circulating area,

seating arrangement, high level platform, etc. are available. The station approach road leading to the existing Risama station building is sufficient to cater to present requirements of the station. The work of amenities for Divyangjan has been completed in recent years. The works of 3 m wide foot over bridge, platform shelter, new toilet block and new platform have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways including provision of passenger amenities like approach road, booking counter, etc. is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Development / Upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Road Over Bridge / Road Under Bridge:

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian

Railway. Such works are prioritised and taken up on the basis of their impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (192 Nos. in the State of Chhattisgarh)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs works are sanctioned at a cost of approx. ₹ 1,17,492 Cr on Indian Railways including 98 Nos. ROB/RUB works at a cost of approx. ₹ 1,693 Cr in the state of Chhattisgarh which are at various stages of planning and execution.

A work for construction of Road Under Bridge (RUB) in lieu of Level Crossing (LC) Nos. DD-19 (Risama Level Crossing) at Km 889/7-8 has been sanctioned and the work has been taken up.

Railways have taken several remedial measures to mitigate the problem of water logging, as under:

- Adequate drainage arrangement has been made as integral part of planning of new RUB/underpasses.**
- In existing RUBs/underpasses remedial measures like water flow diversion to nearby bridge and nallahs/drains, provision of cover shed on approach roads, provision of hump at entry to RUB, provision of**

cross drains, sealing of joints etc. have been made as per feasibility, suitability and site requirements.

- **In addition, pumping arrangement has also been made for identified RUBs, to drain out water expeditiously in case of emergency and provision to stop road traffic in exceptional/unusual rainfall situation for safety of road users.**

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which**

can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

Reservation Counter:

Railway reservation counter facility is already available at Gundardehi Railway Station at a distance of 07 kms from Risama Railway Station.

In addition, it is also stated that a present more than 88% reserved tickets are issued online which is also an option to get tickets from anywhere, anytime. Moreover, Railways has also launched RailOne App on 01.07.2025. This App enables passengers to book reserved as well as unreserved tickets on mobile phone. This, in effect, brings the Passenger reservation system facility to Passenger's palm.

Rail Connectivity:

To improve the connectivity in the region, following works / surveys have been taken up:

S.No.	Name of Works / Surveys	Status
1	Durg – Marauda Flyover (17 Km)	Survey work has been taken up
2	Dallirajahra – Rowghat New Line Project (95 Km)	Project recently completed
3	Rowghat – Jagdalpur New Line Project (140	• 249 Ha land out of total 818 Ha has been acquired for the project.

	Km)	• Land acquisition has been completed in Jagdalpur – Palli – Kurkanar (12 Km) Section and works on important major bridges, RoBs, earthwork, minor bridges etc. have been taken up in the section. • Land acquisition work has been taken up in Rowghat – Kurkanar (128 Km) Section
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Sanction of any railway project depend upon many parameters/factors which include the following:

- **Anticipated traffic projections and remunerativeness of the proposed route**
- **First and last mile connectivity provided by the project**
- **Connection of missing links and providing additional route**
- **Augmentation of congested/saturated lines**
- **Demands raised by State Governments/Central Ministries/Public representatives**
- **Railway's operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Chhattisgarh is as under:

Period	Outlay
2009-2014	₹ 311 Cr./year
2026-2027	₹ 7,470 Cr. (approx. 24 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Chhattisgarh is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	32 Km	6.4 Km per year
2014-26	1,311 Km	109.29 Km per year (17 times)

Projects Sanctioned:

As on 01.04.2026, 36 projects (8 New Lines and 28 Doubling), of total length of 2,398 Km, costing ₹ 48,202 crore falling fully/partly in the State of Chhattisgarh are Sanctioned. The summary is as under:-

Category	No. of projects	Total Length (in km)	Length Commissioned till March, 2026 (in Km)	Total Exp upto March 2026 (₹ in cr.)
NL	8	887	262	7,535
DL	28	1,512	889	11,298
TOTAL	36	2,398	1,151	18,833

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the state of Chhattisgarh are as under:

S.No.	Name of Project	Cost (₹ in cr.)
1	Kharsia-Korichhapar New Line (43 Km)	851
2	Bilaspur-Urkura 3rd line (110 Km)	365
3	Salka Road-Khongsara doubling (26 Km)	181
4	Durg-Rajnandgaon Doubling (31 Km)	250
5	Khodri-Anuppur Doubling with flyover at Bilaspur (72 Km)	792
6	Champa-Jharsuguda 3rd Line (152 Km)	1,227
7	Pendra Road-Annupur 3rd Line (50 Km)	394
8	Raipur-Titlagarh Doubling (203 Km)	1,171
9	Dallirajahra-Rowghat (95 Km)	1,628

Ongoing Projects:

Some of the major projects falling fully/partly in the State of Chhattisgarh which have been taken up are as under:

S.N	Name of Project	Cost (₹ in cr.)
1	Kharsia-Dharamjaygarh New Line (122 Km)	3,407
2	Gevra Road-Pendra Road New Line (135 Km)	3,724
3	Dharamjaigarh-Korba New Line (63 Km)	1,686
4	Chirimiri-Nagpur Halt New Line (17 Km)	670
5	Sardega-Bhalumunda New Line (37 Km)	1,282
6	Kharsia-Parmalkasa 5th and 6th line (278 Km)	7,854
7	Rowghat-Jagdalpur New Line (140 Km)	3,513

S.N	Name of Project	Cost (₹ in cr.)
8	Kirandul-Jadgalpur Doubling (150 km)	1,780
9	Jagdalpur-Koraput Doubling (107 Km)	1,547
10	Jharsuguda-Bilaspur 4th line (206 Km)	2,596
11	Gevra Rd-Pendra Rd Doubling (135 Km)	3,475
12	Rajnandgaon-Nagpur 3rd line (228 Km)	3,545
13	Raipur-Dhamtari & Abhanpur-Rajim gauge conversion (67.20 Km)	3,250
14	Boridand-Ambikapur Doubling (80 Km)	1,577
15	Durg-Rajnandgaon 4th line (31 Km)	464
16	Gondia-Dongargarh 4th line (84 Km)	2,223
17	Baikunth-Urkura 4th line (26 Km)	426
18	Champa-Korba 3rd Line (42 Km)	755

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition**
- **Forest clearance**
- **Shifting of infringing utilities**
- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

All these factors affect the completion time and cost of the project/s.

Presently, Durg-Dallirajhara sector is served by 10 train services which include 6 daily train services and 02 train services operating on 6-days a week. The are listed below:

S.No.	Train No. & Name
1	78815 Raipur -Antagarh DMU (Daily)
2	78816 Antagarh-Raipur DMU (Daily)
3	78817 Durg-Dalli Rajhara DMU (Daily)
4	78818 Antagarh-Durg DMU (Daily)
5	78824 Durg-Dalli Rajhara DMU (Daily)
6	78825 Dalli Rajhara-Durg DMU (Daily)
7	68764 Raipur -Tadoki MEMU (6 days)
8	68765 Tadoki-Raipur MEMU (6 days)
9	78826 Dalli Rajhara-Durg DMU
10	78827 Durg-Dalli Rajhara DMU

Punctuality is accorded high priority on Indian Railways (IR) and all possible efforts are made to run trains on time. However, on Indian Railways, several factors affect punctuality which include foggy weather, path constraints/congestion, asset maintenance and other issues, alarm chain pulling, agitations, cattle run over and other unforeseen circumstances.

The steps taken to improve punctuality of train services include:

- Regular, continuous and real-time monitoring of punctuality of trains using technological tools and IT systems.**

- **Use of an integrated digital platform for monitoring of train operations comprising Integrated Coaching Management System (ICMS) and Control Office Application (COA) which are integrated with National Train Enquiry System (NTES).**
- **Progressive advancement for automatic uptake of timings by the train movement itself, is being achieved through GPS devices fitted locomotives {Real-Time Train Information System (RTIS) and Remote Monitoring and Management of Locomotives and Trains (REMMLOT)} and Data loggers integrated with the station signaling system.**
- **Data loggers ensure real time and realistic reporting of arrival / departure of passenger trains at stations.**
- **IR has been replacing conventional coaches (ICF coaches) by modern light weight LHB coaches having state-of-the art technology. The Production units of Indian Railways are producing only LHB coaches from April 2018 onwards. The production of LHB coaches has continually increased during the years and about 50,000 LHB coaches have been turned out since 2014. IR has also been proliferating Vande Bharat, Namo Bharat Rapid Rail and Amrit Bharat trains, for quick acceleration and deceleration.**
- **To improve punctuality, IR also undertakes rationalisation of time tables. One such exercise, in a scientific manner, was undertaken with the assistance of IIT- Mumbai using their traffic simulator. The exercise also aimed at provisioning of fixed Integrated Maintenance blocks on all sections to minimise detention and improve punctuality.**

- **New generation High capacity Locomotives are being utilised for Right powering of trains.**
- **Further, with a view to minimise and mitigate the effect of fog and to assist the Loco Pilots run the train during foggy weather conditions the following steps have been taken by Indian Railways:**

(i) GPS based FOG SAFE DEVICE – A Global Positioning System (GPS) based portable 'Fog Safe Device' (FSD) is being provided to Loco Pilots, which displays upcoming critical landmarks such as approaching signal, level crossing gates, permanent speed restrictions etc. in advance during poor visibility conditions like fog. This device is used for safe train operation especially during winter season and to help reduce stress on Loco Pilots while running in poor visibility conditions. As on 31.05.2026, there are 33,624 Fog Safe devices available over Indian Railways.

(ii) Modified Semi-Automatic Stop Signal (MASS) System: MASS has been introduced on the Automatic Signalling territory during abnormal conditions like Fog & Bad Weather impairing visibility. The system helps minimise delay in train operation during foggy weather conditions.

Train operation during fog and poor visibility conditions is an essential component of the training curriculum and the same has already been incorporated in the Transportation Module and Technical Module of the prescribed training syllabus for Loco Pilots (LPs) and Assistant Loco Pilots (ALPs).

Results/Outcomes:

Due to these initiatives, Indian railways, during 2025-26 recorded an overall punctuality of more than 77%.

No. of Zones	Punctuality percentage
3	Punctuality of more than 90%
09	Punctuality between 75% and 90%
All Zones of Indian Railways	77%
